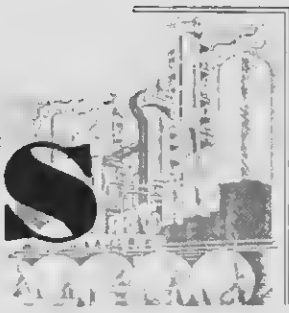


# Aruba Esso News

VOL. 20, No. 17

PUBLISHED BY LAGO OIL & TRANSPORT CO., LTD.

August 15, 1959



## Griffin Bids Farewell To Lago Employees

Shortly before his departure from Lago, Executive Vice-President F. E. Griffin wrote this farewell message to all Lago employees.

"Time did not permit me to visit the various operations and offices to bid you farewell before my departure from Aruba.

"Through the Aruba Esso News I wish to extend to every employee of Lago my sincere appreciation for their cooperation and loyalty during our many years of association.

"I will always value this association as the most important of my business career.

"One can justifiably take great pride in having been a member of this fine organization which has established such an outstanding reputation in the industry.

"I will always follow with great interest the future activities of Lago and its people, even though I will be in a distant country."

F. E. Griffin

## F. C. Lynch Sets Retirement Plans

Joining Lago's retiree ranks Sept. 1 will be Francis C. Lynch, payroll and thrift accounting division head in the Accounting Department, who plans to leave Aruba Aug. 20 for his home in the United States.

Mr. Lynch will retire with 28½ years of company service. He joined Lago Feb. 3, 1931 as a comptometer operator in the Accounting Department where he has remained throughout his Lago career. He was promoted to junior clerk in October, 1932, and senior clerk in January, 1934. Mr. Lynch was named senior clerk I paymaster in May, 1943, and was promoted to assistant section head of distribution in November of that year. His promotion to division head came in February, 1945.



F. C. Lynch

## Safety Reminders Erected in Plant

Lago has once again reminded its employees to practice good housekeeping, this time in the form of attractive metal signs which went up all over the concession this week. The signs, 195 enameled in yellow, green and white, read: "Good Housekeeping is the Keynote to Safety—Cleanliness, Order and a Place for Everything ARE ESSENTIALS of Safety."

The good housekeeping message is a continuation of Lago's program to keep work areas as neat as possible. This message is aimed at every employee because it is the individual who makes or breaks a good housekeeping program. By practicing good housekeeping, an employee makes Lago a safer and better place in which to work.

## Seminar Scheduled To Start Oct. 12

A seminar on modern instrumentation will be offered from Oct. 12 through Nov. 7. As in past seminars, meetings will be scheduled for evening hours. Specific instructions for enrolling in the seminar will be announced in the Aug. 29 issue of the Aruba Esso News. Leading the seminar will be Dr. James M. Mozley Jr., associate professor of radiology at Johns Hopkins University and director of the Radiology Research Laboratory at Johns Hopkins Hospital.

## Lago Ta Sponsor Programa Radial Cada Siman

Lago ta bai den aire.

Algo nobo den terreno di comunicacion entre empleadonan y comunidad lo cuminsa Diadomingo, Aug. 23 ora Lago cuminsa e promer di e programanan semanal di radio over di e tres stacionnan local. Nunca antes Lago a usa radio como medio di comunicacion ariba base regular. Anteriormente esaki tabata worde hací ariba base ocasional di bao auspicio di agentenan di Esso.

Cuminsando Aug. 23, sinembargo, Lago como compania lo auspicia un programa tur siman. E programanan lo ta di 30 minuut y lo utiliza e tres principal idioma na Aruba atravez di tres diferente stacion ariba tres diferente anochi. E programa, cual lo ta conoci como E Ora di Lago, lo worde presentá pa beneficio di oyentenan na Holandes atravez di Radio Kelkboom tur Diadomingo for di 7 pa 7:30 p. m.; pa beneficio di e oyentenan na Ingles atravez di Radio Victoria tur Diamars for di 9 pa 9:30 p. m., y pa beneficio di e oyentenan na Papiamentu atravez di Voz di Aruba tur Diaazon for di 6:30 pa 7 p. m.

E programanan lo ta consisti primeramente di musica. Un momento mas of menos na mitar di e programa lo worde usá pa trece un mensaje breve. E topiconan di e mensaje lo varia, pero tur, den un of otro sentido, ta pertenece na Lago y industria di petroleo y su relacion cu e comunidad di Aruba. Nan lo worde duná door di miembronan di directiva di Lago.

E mensaje pa un siman lo ta mescos, solamente traduci den varios idioma. E original di hopi lo worde duná na Ingles cu traduccin na Papiamentu y Holandes. Sinembargo, lo tin otro cu lo worde duná promer na Holandes y Papiamentu cu e traduccin na Ingles.

Presidente O. Mingus lo habri e serie di programa nobo. Despues di introquccion di e programa, Sr. Mingus lo papia tocante industria petrolero, cual muy afortunadamente ta cumpli su di 100 aniversario mas of menos na mes momento di inauguracion di e programa nobo. Un siman despues, Superintendente di Staff and Service Department F. C. Donovan lo papia den e programa. Su topico lo ta un homber — un empleado di Lago — J. J. P. Oduber. Pa di tres siman, General Manager W. A. Murray lo ta e orador. Su topico lo ta „Kende ta Donjo di Lago."

Esaki ta e promer tres oradornan.

## Company To Present Weekly Radio Shows Over Aruba Stations

Lago's going on the air.

Something new in employee and community communication will be started Sunday, Aug. 23, when Lago begins the first of regular weekly shows over Aruba's three radio stations. Never before has Lago used the radio medium of communication on a regular basis. Previous radio usage was done on a spot basis or sponsored by the Esso dealers.

Beginning Aug. 23, however, Lago as a company will sponsor weekly shows. The shows will be 30-minute duration and will use Aruba's three principal languages over three radio stations or three different nights. The program, to be known as the Lago Hour, will be presented to Dutch language listeners over Radio Kelkboom every Sunday from 7 to 7:30 p. m.; to English language listeners over Radio Victoria every Tuesday from 9 to 9:30 p. m., and to Papiamentu language listeners over Voz di Aruba every Wednesday from 6:30 to 7 p. m.

The programs will be primarily music for listening entertainment. A moment during the middle of the program will be used to bring the listeners a brief message. The subjects of these messages will vary.

## Gold Watches Go To 12 Who Reach 25-Year Mark

An even dozen Lago employees were honored for achieving 25 years of company service at a special Reception Center ceremony Aug. 5. To commemorate the occasion, each man received a special engraved gold watch, presented by F. C. Donovan, acting general superintendent.

Mechanical Department employees receiving the commemorative watches were A. Jansen, pipe; N. Boekhoudt, boiler; L. Krozendijk, welding; H. D. Tromp, boiler, and J. O. Warner, garage. Process Department men honored for passing the quarter-century mark were D. R. Solognier, receiving and shipping; T. B. Eman, catalytic and light ends, and T. F. X. Kelly, cracking. The remaining four honored at the ceremonies were J. S. Croes, Lago Hospital; N. P. Schindeler, Technical Service Department—Engineering, and P. Werleman and J. L. Thijssen, both employees of the commissary.

These 12 new 25-year service employees raise the total of quarter-century service employees to 722.

## Ex-Empleado di Guiana Ta Duna Elogio na Lago

Altamente yen di elogio pa Lago Oil & Transport Co., Ltd. tabata e manera den cual Daily Argosy, corant di British Guiana, a describi e sentimentonan di empleadonan di Lago cu a haya lay-off recientemente y cu a bolbe na pais nativo pa cuminsa otro carrera.

E edicion di Juni 11 di e publicacion cu ta sali na Georgetown tabata describi e bishita di e cinco hombernan na Ministro di Comercio y di Gobernacion. E articulo ta bisa cu nan cinco a decidi di regresa British Guiana di nan mes bon voluntad y cu nan a reporta cu no tabatin nada berdad den e contencion cu hendenan di Guiana na Aruba cu a haya lay-off tabata forzá pa pakete nan cos y laga sali ariba plazo corto. En vez, e storia ta continua, e trahadornan a bisa cu nan a recibi lo mehor tratamiento for di gobierno di Antillas mientras nan tabata aki, mientras nan tabata di opinion cu nan lay-off tabata henteramente como resultado di practiconan economico door di compania.

Di e cinco hombernan, P. Serrao, L. Bettancourt, J. Mendes, R. McClean y J. Jardim, Sr. Mendes tabatin e servicio mas largo di 20 anja. El a bisa prensa cu no ta solamente hendenan di West India y di Guiana ta hiba, pero Americano tambe. El a declara cu ningun momento tabatin evidencia di discriminacion door di compania of gobierno.

E cinco ex-empleadonan di Lago a tene un entrevista cu e ministro pa discuti plannan pa pone nan fondos hunto y cuminsa negoshi.



AT LEAST 200 General Services Department employees turned out to bid farewell to General Foreman Stanley H. Hartwick of the maintenance division—cracks who retired Aug. 3. He was presented a tape recorder and lamp by his many friends and associates at the Aug. 1 gathering.

A LO menos 200 empleado di General Services Department a reuni pa tuma despedida di General Foreman Stanley H. Hartwick di maintenance division—cracks kende a retira Aug. 3. El a worde presentá un tape recorder y lampi door di su hopi amigonan y companjeronan na e reunion di Aug. 1.

but they will, in some way, pertain to Lago and the oil industry and its relation to the Aruba community. They will be given by members of Lago management.

The messages for any one given week will be the same, merely translated to the different languages. The original of many will be given in English with Dutch and Papiamentu translations. There will be others, however, that will be given first in Dutch or Papiamentu with the translation in English.

## Mingus First Speaker

Leading off the new series of programs will be President O. Mingus. Following the introduction of Lago's new radio venture, Mr. Mingus' subject will be the 100th anniversary of the oil industry which, by fortunate happenstance, coincides with the inauguration of the new radio shows. One week later, F. C. Donovan, superintendent of Staff and Service Department, will be the Lago Hour's guest speaker. Mr. Donovan's subject will be a man - a Lago employee - J. J. P. Oduber. For the third week on the air, the Lago Hour will have as its speaker General Manager W. A. Murray. His subject will be the interesting question "Who Owns Lago?"

These are the first three speakers. And as mentioned before, their messages will occupy but a brief moment during the half-hour program of music. Subjects that will follow will be associated with Lago, the oil industry and the Aruba community. They will be many and will be of interest to everyone.

Station locations on the radio dial are: Radio Kelkboom, 1435 kilocycles, 209 meters; Radio Victoria, 920 kilocycles, 326 meters, and Voz di Aruba, 655 kilocycles, 457 meters.

## Farmers Given Time To Plant, Cultivate Crops

Lago Management has agreed again this year to waive the AWOL policy for employees identified by the government as holding land on which crops can be grown.

These employees will be allowed a total of four days off the job without pay prior to Jan. 1, 1960. Two of the four days are to be used for the planting of crops and should probably be taken immediately after the first heavy rain.

The remaining two days may be taken four to eight weeks later in order to cultivate the crops.

Because it is important that crops be planted as soon as possible after a heavy rain, employees will not be required to report to their foremen before taking the first two days off. However, permission should be obtained before taking the remaining two days off.

Employees eligible for time off to plant and cultivate crops are those identified by the island government as those holding land on which crops can be grown. Others interested in securing time off for farming must be certified by the government as holding arable land.

# ARUBA ESSO NEWS

PUBLISHED EVERY OTHER SATURDAY, AT ARUBA, NETHERLANDS ANTILLES, BY LAGO OIL & TRANSPORT CO., LTD.  
Printed by the Aruba Drukkerij N.V., Neth. Ant.

## Griffin Ta Despedi Di Empleadonan di Lago

Poco promer cu su salida for di Lago, Vice Presidente Ejecutivo F. E. Griffin a scirbi e mensaje aki di despedida na tur empleadonan di Lago.

"Tempo no a permiti mi pa bishita e varios lugarnan di trabao y oficianan pa tuma despedida promer cu mi salida for di Aruba.

"Pa medio di Aruba Esso News mi ta desea di extende na tur empleadonan di Lago mi sincero aprecio pa nan cooperacion y lealtad durante nos hopi anja di nos asociacion.

"Semper lo mi considera e asociacion aki como esun mas importante di mi carera.

"Cu razon un hende por ta orguyoso di por a ser un miembro di e bon organizacion aki cu a establece un reputacion asina sobresaliente den industria.

"Semper lo mi sigui cu hopi interes e futuro actividadnan di Lago y su hendenan, maske cu lo mi ta den un pais distante."

F. E. Griffin

## Oloshi di Oro pa 12 Cu A Cumpli 25 Anja en Lago

Un dozijn net di empleadonan di Lago a worde honrá Aug. 5 durante ceremonian na Reception Center base cu nan a alcansa 25 anja di servicio cu compania. Pa conmemora e ocasion, cada homber a recibí un oloshi di oro specialmente grabá, cu a worde presentá door di acting Superintendent General F. C. Donovan.

Empleadonan di Mechanical Department cu a recibí oloshi tabata A. Jansen, pipe; N. Boekhoudt, boiler; L. Krozendijk, welding; H. D. Tromp, boiler, y J. O. Warner, garage. Empleadonan di Process Department cu a worde honrá pa e mas cu un cuarto siglo di servicio tabata D. R. Solognier, receiving & shipping; T. B. Eman, C&LE y T. F. X. Kelly, cracking. E otro cuatru anja ta J. S. Croes, Lago Hospital; N. P. Schindeler, TSD-Engineering, y P. Werleman y J. L. Thijssen, tur dos empleado di Comisario.

E 12 empleadonan cu recientemente a cumpli 25 anja di servicio a hiza e total di e empleadonan aki na 722.

## Stanvac Boasts Safety Record That Tops Lago's

In an interesting note from the Employee Relations manager of the Standard-Vacuum Refining Company of South-Vacuum Ltd., congratulations were bestowed on Lago employees for again winning a first place award from the National Safety Council for its 1958 performance.

The writer, W. D. Audley, said in part: "I have just had the privilege of reading the March issue of the Aruba Esso News and on behalf of the Stanvac family in Durban, I wish to extend to all Lago employees heartiest congratulations on their excellent safety record for 1957 and 1958.

"... To the outside world, Africa is often referred to as the 'Dark Continent,' infested by wild animals, aborigines, swamps and fevers, but believe me when I tell you that we have a climate equal to or better than California (U.S.A.), modern buildings, first-class hotels, excellent sea bathing and surf riding AND a Stanvac Refinery which boasts of a better safety record than Lago in 1958!" (Mr. Audley is, of course, aware that his refinery is not a National Safety Council member unit.) The Employee Relations manager added that his refinery had a frequency rate of just 0.589 for 1958 as compared to Lago's .90.

At the time of writing, the Stanvac refinery had worked 328 accident-free days. Lago returns Stanvac congratulations and hopes they attain their goal.

## Plantadornan Ta Haya Tempo Liber pa Planta

Directiva di Lago a combiná atrobe e anja aki pa haci excepcion ariba e reglanan di AWOL pa empleadonan identificá door di geblerno como donjo di terra cu por worde plantá.

E empleadonan aki lo worde permiti un total di cuatru dia liber for di trabao sin pago promer eu Jan. 1, 1960. Dos di e cuatru dianan ta worde usá pa plantamento y probablemente lo mester worde tumá inmediatamente despues di e promer yobida grandi.

E otro dos dia mester worde tumá cuatru te ocho siman atras pa haya cosecha.

Pasobra ta importante pa planta mas pronto posible despues di un yobida grandi, empleadonan lo no worde requeri pa reporta cerca nan foreman promer nan tumá e promer dos dianan liber. Sinembargo, nan mester obtene permiso promer nan tumá e dos restante dianan liber.

Empleadonan eligible pa tempo liber pa planta y cultiva cosecha ta esnan identificá door di e gobierno insular como esnan eu ta donjo di terra cu por worde plantá. Otronan cu ta interesá pa obtene tempo liber pa plantamento mester worde certificá door di gobierno como donjo di

## Five Guianese Ex-Employees Praise Company

Loud in praise of Lago Oil & Transport Co., Ltd. was the way the *Daily Argosy*, British Guiana newspaper, described the feelings of recently laid off Lago workers who had returned to their homeland to start new ventures.

The June 11 issue of the publication, published in Georgetown, was describing the visit of the five men to the Minister of Trade and Interior. The article said the five told the minister they had decided to return to British Guiana of their own free will and that they said there was no truth in the report that Guianese in Aruba who had been laid off were forced to pack up and clear out at short notice. Instead, the story went on, the workers said they had received the best of treatment from the Antilles government while they felt their lay offs were purely as a result of economic practices by the company.

Of the five men - P. Serrao, L. Bettancourt, J. Mendes, R. McClean and J. Jardim - Mr. Mendes had the longest service of 20 years. He told the press, "Guianese and West Indians are not the only ones being retrenched. Americans have been included." At no time, he said, was there any evidence of discrimination by the company or government.

The five ex-employees from Lago called on the minister to discuss plans of pooling their money and going into business. They thought the minister was the fittest person to approach on this subject.

## Lynch Ta Anuncia Plan pa Retira

Dia 1 di September próximo Francis C. Lynch, payroll and thrift accounting division head den Accounting Department, lo dreña fila di e pensionadonan di Lago. El tin intencion di laga Aruba Aug. 20 pa su casa na Estados Unidos.

Sr. Lynch lo retira cu 28-1/2 anja di servicio cu compania. El a eumina traha eu Lago Feb. 3, 1931, como comptometer operator den Accounting Department unda el a keda durante henter su carera na Lago. El a worde promoví pa junior clerk na October 1932 y senior clerk na Januari 1934. Sr. Lynch a worde nombrá senior clerk I-paymaster na Mei 1943, y a worde promoví pa assistant section head di distribucion na November di e mes anja. Su promocion pa division head a bini na Februari 1945.



WINNERS OF Lago's 1960 employee calendar contest accept Fls. 100 checks from PR Manager B. Teagle after a special luncheon July 31. Left to right are R. H. Fischer, B. Schellhorst, L. S. McReynolds, V. L. Steele, O. V. Antonette, D. L. Schermerhorn, R. N. Wilkie, P. De Lange and Mr. Teagle.

GANADORNAN DI e concurso di portret pa e calendar di 1960 ta recibí checknan pa valor di Fls. 100 for di PR Manager B. Teagle despues di un comida special Juli 31. Rohez pa drechi ta R. H. Fischer, B. Schellhorst, L. S. McReynolds, V. L. Steele, O. V. Antonette, D. L. Schermerhorn, R. N. Wilkie, P. de Lange y Sr. Teagle

## Jersey A Paga \$ 3,000,000 Pa CYI's den 40-Anja

Cuarenta anja di sugerencia di empleadonan tabata beneficioso den un moda substancial pa Standard Oil Company (N. J.) y pa miembro-nan di e organizacion mundial di Jersey Standard. Segun cifranan complicá den di 40 informe anual di e plan di sugerencia, casi \$3,000,000 Americano a worde pagá na empleadonan den e periodo di 40 anja te

1958. E plan di "Coin Your Ideas" a worde iniciá door di Jersey Standard na 1918. E cantidad total di ideanan aceptá ta monta net ariba 104,000!

Lago a adopta e programa di "Coin Your Ideas" na 1934. Den su cuatru siglo di existencia e plan a paga un total di Fls. 308,600 pa casi 800 idea aceptá.

E turno, e sugerencianan aki di empleadonan a spaar hopi millones di dollar pa compania. Sinembargo, Jersey Standard su hendenan ta bisa, cu e spaarmento directo ni por lejos asma importancia pa compania, y tampoco e premionan pa empleadonan, manera e sentido aumentá di participacion personal den progreso di e compania cual ta worde limitá door di e sistema di sugerencia.

E programa di "Coin Your Ideas" a worde anunciá September 1918 den Lamp, e publicacion cuartal di Jersey, den e palabranan aki: "Probablemente no tin ningun parti di ne-

goshi na unda cu no por spaar of mehora, y no tin ningun hende cu ta mehor cualificá pa haya un modo pa haci mehoracion, cu e trahadornan mes. Cada empleado mester cai na pensamiento y studia medianan di mehoracion."

E compania a splica cu su programa, cu a anda exitosamente pero no espectacularmente den su prome 30 anja, a cuminsa haya acogida di berdad den e periodo 1949-1958, tempo cu mas di \$0,500 idca a worde adoptá cu premionan sumando na mas di \$2,500,000 bayendo pa empleadonan.

Mientras mayoria di e premionan ta monta entre \$15 y \$500, algun premio berdaderamente grandi a yega di worde ganá, incluyendo un mas tempran e anja aki di mas cu \$4100 pa Dan Kingsland, un operator na refinaria di Fawley di Esso Petroleum Company, Limited, na Inglaterra, un afiliado di Jersey Standard. E sugerencia cu a trece e premio aki tabata inclui uno cual tabata haci posible pa e hidroformer di Fawley worde teni na operacion despues di un situacion emergente na e refinaria na 1958.

E premio mas grandi cu a yega di worde pagá na un empleado di Lago a bai pa Carroll F. Bond, zoneforeman den Mechanical Department, kende a recibí Fls. 5000 plus un premio capital di Fls. 1000 pa su idea cual tabata pa fria pa medio di aire y no cu awa e hot oil pump packing jackets na Combination Units 1 pa 8.

## Borchinan Nobo Den Refineria

Un vez mas Lago a recorda su empleadonan pa practica b'n limpieza na lugar di trabao, e biaha aki den forma di borchí atractivo di metal cu a worde poni tur camina den concesion o siman aki E borchinan, 195 enameled den color geel, berde y blanco, tabata bisa: "Limpieza ta Yabi di Seguridad-Limpieza, Orden y un Lugar pa tur cos ta ESENCIAL pa Seguridad."

E mensaje aki ta un continuacion di e programa di Lago pa tene lugarnan di trabao mas netchi posible. E mensaje ta dirigí na tur empleadonan pa motibo cu e ta persona individual cu ta forma of kibra un programa asina. Door di practica limpieza di lugar di traha, un empleado ta haci Lago un lugar mas seguro y mehor den cual pa traha.



LAGO'S ANNUAL safety report was recently distributed to all employees. Ramon Buckley, above left, process clerk II temporary, accepts a book from J. M. Rosborough, cracking assistant division superintendent. Above right, Juan Briczen, process clerk, gets the 1958 reports from Safety Inspector Johan Havertong to be passed out to his workers.

E INFORME anual di seguridad di Lago a worde reparti recientemente entre tur empleado. Ramon Buckley, ariba banda robes, process clerk II temporary, ta acepta un huki for di J. M. Rosborough, cracking assistant division superintendent. Ariba banda drechi, Juan Briczen process clerk ta haya e informe pa 1958 for di Safety Inspector Johan Havertong.



President



F. H. Riffeld

Vice-President



E. D. Tromp

Secretary



G. Giel

## LEC, DR's Represent Over 4500 Employees

Pictured on this page are the 43 men who carry the responsibilities of the Lago Employee Council on their shoulders. The eight men on the left and the five departmental representatives comprise the council itself. From the eight councilmen elected on a plant-wide basis come the three LEC officers who are elected by the 13-man council.

It is the duty of councilmen to represent LEC constituents in dealings with the company on matters pertaining to rates of pay, hours of employment and working conditions; to promote the material welfare and interests of the constituents and

to assist them in settling problems, grievances and other matters pertaining to rates of pay, hours of employment and working conditions. In addition, councilmen help constituents to become familiar with company policies and practices.

District representatives represent employees in their bailiwick in the processing of grievances and they are elected for terms of two years as are council members. Plant-wide elections are held each December. Elections for departmental representatives are held every odd year in June while district representative elections are held every even year.

Ariba e retrato aki tin e 43 homber cu ta carga e responsabilidad di Lago Employee Council ariba nan schouder. E ocho hombernan na banda robes y cinco representante departamental ta forma e council mes. For di entre e ocho miembronan di council eligi den representacion general e tres oficialnan di LEC ta worde desigá. Na ta worde proponi y eligi door di e council di 13 homber.

Ta deber di miembronan di council pa representa constituyentenan di LEC den tratamiento eu compania ariba asuntunan perteneciendo na tarifa di pago, oranan di empleo y condicionnan di trabao; pa promove e bienestar material y interesnan di e constituyentenan y pa asisti nan den ahustamento di problema, keho y otro asuntunan perteneciendo na tarifa di pago, oranan di empleo y condicionnan di trabao. Ademas, miembronan di council ta yuda constituyentenan bira familiar cu poliza y practiconan di compania.

Representantenan di distrito ta representa empleadonan dentro di nan distrito den tratamiento di kehonan.

### Departmental Representatives

### District Representatives



V. C. Figaroa



M. Angela



N. Kock



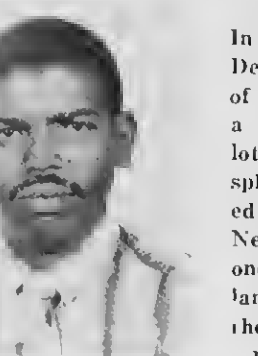
F. Maduro



D. Perez



I. Ras



C. R. Yeung

In the coming December election of councilmen in a plant-wide ballot, the nationality split will be changed so that seven Netherlands and one non-Netherlands will sit on the council for the next two years.



A. F. Croes



P. J. Beaujon



F. F. Lacle



N. O. Lee



P. Rodrigues



J. B. Ruiz



V. Semeleer



C. T. Thode

Purpose of the LEC is to represent all staff and regular employees of the company, except supervisors, confidential administrative employees, non-assigned apprentices, vocational students and non-permanent employees, in negotiations with the company with respect to rates of pay, wages, hours of employment and working conditions. Eligible for LEC membership is any staff and regular employee, with at least one year of continuous company service and with the exception of those named above.



J. W. Thompson



J. F. Bareno



H. C. Harms



I. C. Jones



A. Rasmijn



A. S. Richardson



L. A. I. Chance



A. P. R. Alders



C. O. Edwards



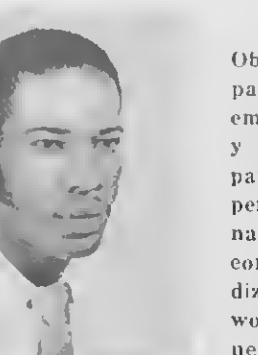
H. E. Garcia



S. Ollivierre



J. B. Tromp



R. F. Vlaun

Obheto di LEC ta pa representa tur empleadonan staff y regular di compania, excepto supervisor, empleadonan administrativo contidencial, aprendiznan eu no a worde asigná, den negociacionnan cu compania en respectu tarifa di pago, sueldo, oranan di empleo y condicionnan di trabao. Eligible pa ta miembro di LEC ta tur empleadonan staff y regular, cu a lo menos un anja di servicio y eu exception di esnan mencioná ariba.



J. B. Wix



D. R. Christiaans



M. Joung



M. D. Kock



S. R. Malmberg

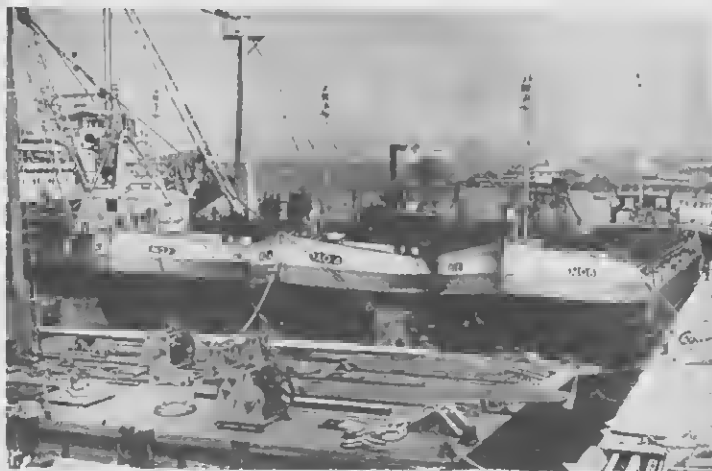


E. Oduber

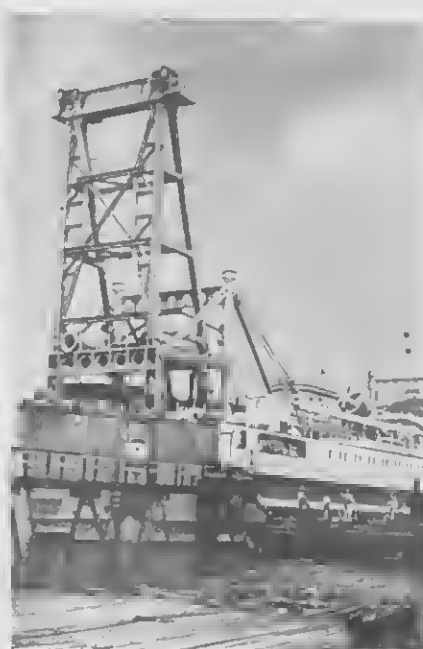


H. L. Richardson





THE YMUIDEN iron works in the background, left, the tug Elbe leaves Holland with the Queen of Holland and a hopper barge in tow. Above are the three hopper barges docked in San Nicolas Harbor.  
CU FABRICA di hero IJMUIDEN den fondo, rohez, e remolcador Elbe ta salí for di Holanda cu Queen of Holland y un lancha getouw. Ariba, e tres lanchanan den haaf di



## Dutch Dredging Fleet Starts Lago's Big Harbor Project

Probably the strangest craft to enter San Nicolas Harbor during its short lifetime of 34 years is a vessel that neither carries cargo nor has engines to propel it along. Yet in its shallow hold are seven diesel engines capable of producing 8000 horsepower!

She's the Queen of Holland and what a queen she is. This powerless vessel that must be towed from port to port actually walks across the harbor bottom when she's at work. And better yet, she has an enormous appetite that requires 2100 cubic yards of sand and earth to keep her satisfied. This vessel has the honor of being the biggest, most modern cutter suction dredger ever built in Europe. Only a similar vessel built in the United States tops her in size.

The Queen of Holland came to Aruba July 18 to begin the enormous task of dredging some 1,280,000 cubic yards of sand and coral from the bottom of San Nicolas Harbor. She is the pride of the Amsterdam Ballast Company's highly modern dredging fleet and was built in that company's shipyard near Utrecht in 1958.

Lago's big dredging project is the Queen's first commercial job. She underwent shake-down tests in Holland before coming to Aruba and even had to dig her way out of the shallow canal connecting the shipyard to the North Sea! With this cutter suction dredger and several other specialized craft, the Amsterdam Ballast Company has undertaken a NAF's 3,000,000 dredging job for Lago. In return for this large sum of money, Lago will get both approaches to San Nicolas Harbor widened and deepened from their present 40 feet to 45 feet and the main harbor dredged from 40 feet to 42 feet. In addition, the company's dredging equipment will extend the deep water area on the south side of the harbor by removing a portion of the reef at its widest point. Also, basins at some of the piers will be dredged longer and deeper.

These extra few feet in harbor depths will help Lago maintain a good competitive position in world markets by allowing lower-

freight-cost supertankers of 50,000 dead-weight tons to call at San Nicolas Harbor. These giant tankers will become more and more common after 1960 as suppliers rely on them to haul their oil at less cost than present.

### Impressive Entourage

The entourage that entered the harbor on July 18 was impressive indeed. The Queen of Holland was in the tow of the giant tug Elbe, belonging to Smit's International Towing Co. of Rotterdam, at the end of an 800 yard line. Also in tow, on a shorter line, was one of the company's three self-powered hopper barges, the MO 2. On the deck of the Elbe was the launch Woerd.

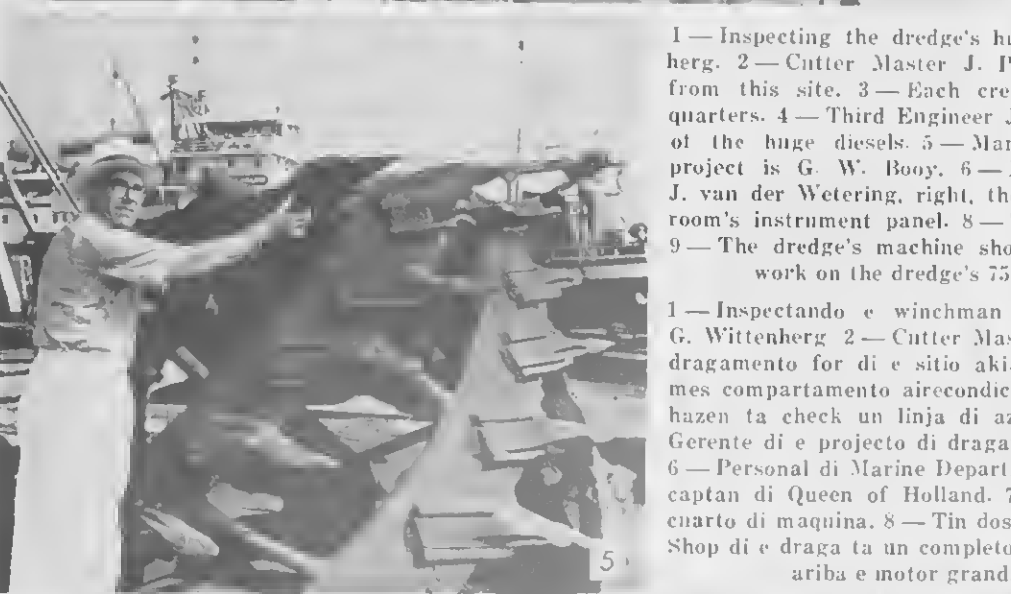
Four days before, the tug Schelde had arrived in San Nicolas Harbor towing two self-propelled hopper barges. Pontoon for the floating derrick, the water barge Pelikaan, and the tug Zwaan arrived the same day on the K.N.S.M. Bennekom.

Both tows from Holland took about four weeks. Nine men stayed aboard the Queen (being flat bottomed, it is not the best riding ocean vessel) while tug employees remained on the hopper barges. There was no visiting back and forth between crews during this lonesome journey!

But all adjectives, all exclamations must be reserved for the Queen herself. She is unlike any vessel most people have ever seen. What is her bow when at sea is her stern when at work. She has a long snout-like appendage with a fearsome looking rock cutting device on the end. With this she can chew through the toughest coral and practically gobble up underwater sand banks.

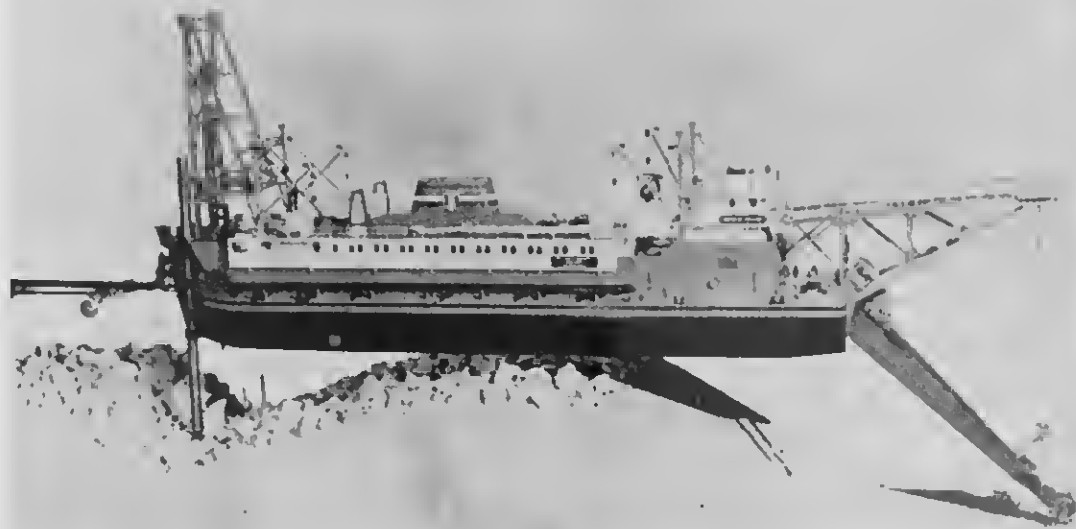
The Queen of Holland is a bulky, yet attractive workshop, some 283 feet long with a draft of approximately 11 feet, six inches. Underneath her cutting tool, either a rock cutter or sand cutter depending on material to be dredged, is a huge suction pipe some 33 inches in diameter. Coral pieces large enough to stop up this enormous pipe can

(Continued on page 7)



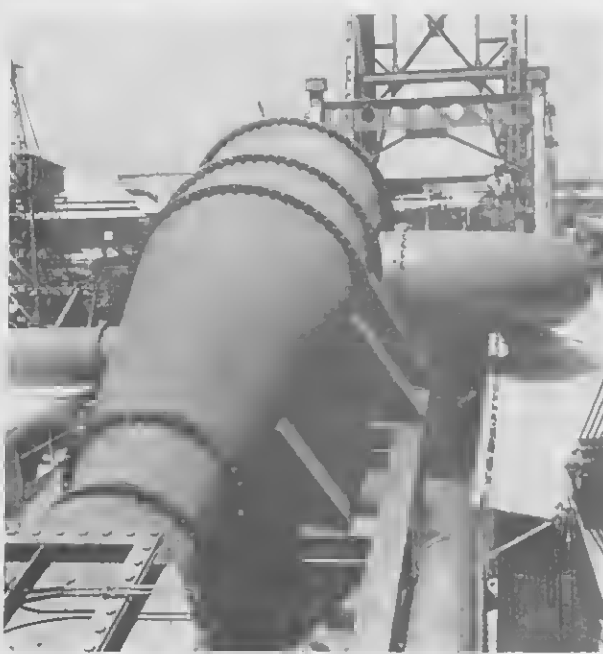
1—Inspecting the dredge's hull. 2—Cutter Master J. Pi from this site. 3—Each crew quarters. 4—Third Engineer J of the huge diesels. 5—Man project is G. W. Booy. 6—J. J. van der Wetering, right, the room's instrument panel. 8—7 9—The dredge's machine shop work on the dredge's 750

1—Inspectando e winchman G. Wittenberg 2—Cutter Mas dragamento for di e sitio aki. mes compartamento airecondici hazen ta check un linja di az Gerente di e proyecto di dragar 6—Personal di Marine Departm captan di Queen of Holland. 7 enarto di maquina. 8—Tin dos Shop di e draga ta un completo ariba e motor grandi



THIS MODEL of the Queen of Holland, cutter suction dredger built last year, illustrates the method of cutting coral which is sucked up to the dredge where it is loaded aboard self-propelled hopper barges.

E MODELO aki di Queen of Holland, un draga di e estilo cutter suction trahá anja pasá, ta ilustra e metodo di corta coral cu ta worde chupá pa e draga unda e ta worde cargá ahordo di lancha cu nan mes motor y cu ta habri abao.

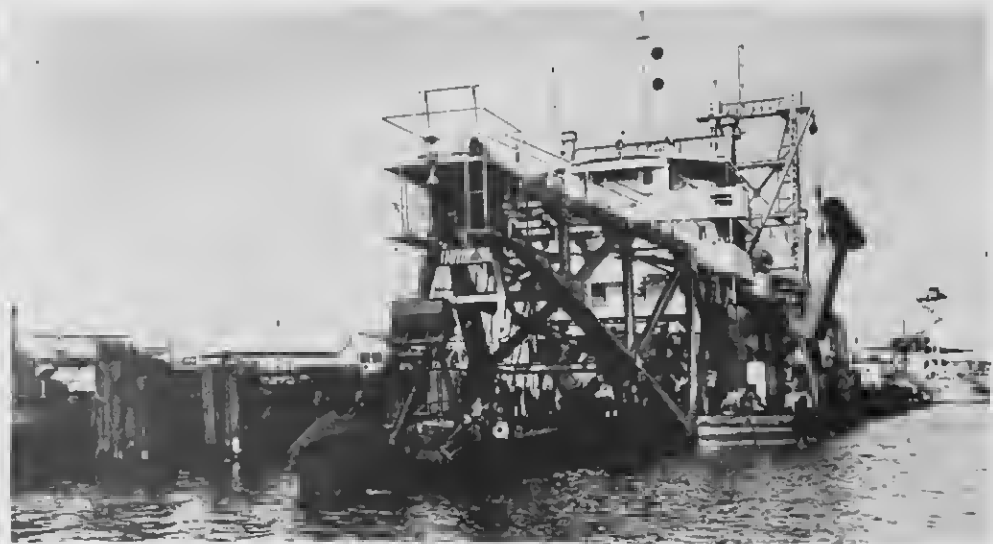


THIS CYCLONE, left, which separates dredgings from water, is the first one ever used on a commercial dredge. The idea to use this device came when the dredgers decided to use hopper barges instead of the customary floating pipeline. Dredgings, sand and coral, are loaded on the barges with this T-shaped device, right. The barges take the material out to sea to be dumped.

E CYCLON aki, rohez, enal ta separa e material dragá for di e awa, ta di promer cu ta worde usá ariba un draga comercial. E idea pa usa e sistema aki a bini ora draganan a decidí pa usa lancha cu ta habri bao en vez di e tubo flotante di costumber. Loke worde dragá, santo y piedra, ta worde cargá ariba e lanchanan cu e aparato aki cu tin forma di un T, banda drechi. E lanchanan ta hiba e material pa lamar pa worde gedump.

**LAGO'S DERRICK** harge No. 6 eas a 27-ton spud from the deck of the Queen of Holland, left, in preparation to placing it in one of the dredge's spudgantries. The successful lift is completed, right, as workmen attach hoist lines to the spud. The dredge, which has no propulsion engine or propeller, uses these spuds to "walk" itself across the harbor floor.

**DERRICK BARGE** No. 6 di Lago ta lamta un "spud" di 27-ton for di ariba dek di Queen of Holland, robez, en preparacion pa haya instalae. Na handa drechi e spud ta na su lugar y trahadornan ta mara linjanan na dje. E draga, cu no tin un motor of propeller, ta usa e spuds pa "camna" over di vloer di haaf.



**BUSINESS END** of the Queen of Holland NAFLs. 5,500,000 dredge belonging to the Amsterdam Ballast Company, is the big rock cutter.

**ESAKI TA** e punto fuerte di Queen of Holland, e draga di NAFLs. 5,500,000, cual ta propiedad di Amsterdamse Ballast Maatschappij. Esey ta e cortador.

## Flota di Draga Holandes Cuminza Projecto na Haaf

Probablemente e embarcacion mas stranjo cu a drenta haaf di San Nicolas durante su historia corto di 34 anja ta un cu no ta hiba carga y cu 10 tin motor pa movele. Y toch den su bodega plat tin siete motor diesel capaz pa produci 8000 forza di cabai!

Esaki ta Queen of Holland y en berdad e ta un reina. E embarcacion aki cu mester worde getouw for di puerto pa puerto en efecto ta camna over di vloer di haaf ora e ta trahando. Y mehor ainda, e tin un apetito enorme cu ta requeri 2100 yarda cubico di santo y terra pa tenele satisfecho. E vasiya aki tin e honor di ta e draga cutter suction mas grandi, mas moderno cu a yega di worde traha na Europa. Solamente un vasiya di e mes estilo cu a worde traha na Estados Unidos ta mas grandi cu ne.

Queen of Holland a bini Aruba Juli 18 pa cuminza e tarea enorme di draga mas of menos 1,280,000 yarda cubico di santo y piedra for di fondo di haaf di San Nicolas. E ta e orguyo di Amsterdamse Ballast Maatschappij su flota ultra-moderno y a worde traha na astilleria di e compania aki na Utrecht durante 1958.

E proyecto grandi di dragamento ta e promer obra comercial di e draga. Esaki a pasa su pruebanan na Holanda promer cu el a bini Aruba y hasta mester a coba su mes camina pa pasa door di e canal di poco profundidad cu ta conecta e astilleria cu Noordzee! Cu e draga aki y varios otro vasiya specializa pa e trabao aki, Amsterdamse Ballast Maatschappij a emprende un trabao di dragamento pa Lago cual lo costa 3,000,000 florin Antillano. En cambio pa e suma grandi di placa aki, tur dos acceso pa haaf di San Nicolas lo worde haci mas hanchu y mas hundo for di nan presente 40 pia pa 45 pia y e haaf mayor draga for di 40 pia pa 42 pia. Ademas, e aparatonan di draga di e compania lo extende e seccion di awa hundo banda di zuid di e haaf door di kita un parti di e rif na su punto mas hanchu. Tambe, e basinnan na algun di e piernan lo worde haci mas largo y mas hundo.

E algun pia extra aki den profundidad di haaf lo yuda Lago mantene un bon posicion competitivo den mercadonan mundial permitiendone supertanquero cu 50,000 ton deadweight pa drenta haaf di San Nicolas. E tanqueronan gigantesco aki lo bira mas y mas comun despues di 1960 como e abastece-dornan ta confia ariba nan pa transporta nan azeta na menos costo cu actualmente.

### Comitiva Impresionante

E comitiva cu a drenta e haaf Juli 18 tabata impresivo. Queen of Holland tabata den touw di e gigantesco remolcador Elbe cu ta pertenece na Smit's International Towing Co. di Rotterdam na fin di un linja di 800 yarda. Tambe den touw na un linja mas cortico, tabata un di e tres lanchan cu ta habri abao di e compania, MO 2. Ariba dek di Elbe tabatin e lancha Woerd.

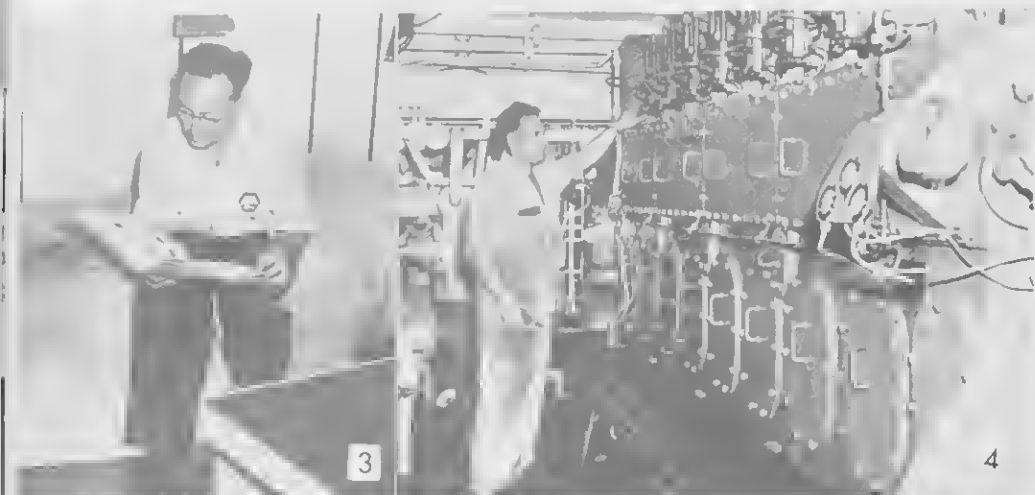
Cuatro dia promer, e remolcador Schelde a yega den haaf di San Nicolas cu dos mas di e lanchan cu ta habri abao. Ponton pa e derrick flotante, e lancha Pelikaan, y e remolcador Zwaan a yega e mes dia abordo di Bennekom di KNSM.

Tur dos viaje for di Holanda a tuma como cuatro siman. Nuebe homber a keda abordo di e Queen (cual, siendo cu bom flat, no ta mucho comfortable pa cruza oceano ariba) mientras e empleadonan a keda ariba e lanchan. E tripulantenan no tabata por a bishita otro for di un lancha pa otro durante e cruzada.

Pero tur adjectivo, tur exclamacion mester worde reservá pa e Queen mes. E ta henteramente diferente for di cualkier otro vasiya. Loke ta su boeg ora e ta na lamar ta su parti atras ora e ta traha. E tin un apendaje largo cu un aparato spantoso di corta baranca na su fin. Cu esaki e ta kauw e coral di mas duro y practicamente guli e bankinan di santo bao awa.

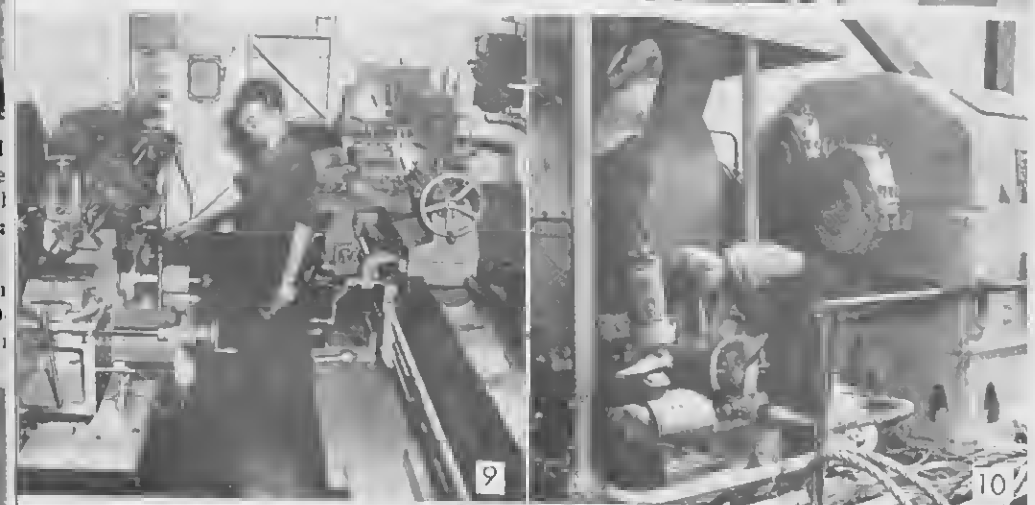
Queen of Holland ta un embarcacion gigantesco, pero atractivo; e tin como 283 pia largo cu un calado di mas of menos 11 pia.

(Continuá na pag. 7)



s is Chief Engineer G. Witten—control all dredging operations—has his own air conditioned lazen checks an oil line on one he NAFLs 3,000,000 dredging partment personnel chat with master. 7 — This is the engine two dining halls for the crew, nplete one. 10 — Crewmembers er electric cutter motor

e draga ta Chief Engineer is por controla tur operacion di miembro di tripulacion tin su -Tercei Enginiero J. H. Steen—un di e dieselnan grandi. 5 — NAFLs 3,000,000 ta G. W. Booy, mhera cu J. van der Wetering, ta e panel di instrumento di e pa e tripulantenan. 9 — Machine mbronan di tripulacion ta traha di 750 forza di cabai.



**LIKE A** mother hen and her chickens, the Queen of Holland begins dredging operations, above, in San Nicolas Harbor. This bridge work, right, supports the ladder which houses the cutter mechanism.

**MANERA UN** galinja cu su poeitonan, Queen of Holland ta cuminza draga, ariba, den haaf di San Nicolas. E puente, banda drechi, ta wanta e trapi cu ta hospeda e mecanismo di corta.





THE MARINE terminal at the Esso refinery in Fawley, England, has a 4200-foot jetty on Southampton Water which can accept ships up to 65,000 tons fully loaded! At berths are, left to right, Esso Preston, Skjelbred, Esso Lyndhurst, Aase Maersk, Esso Fulham and Esso Kobenhavn. The Fawley refinery is in the background.

E TERMINAL marino na e refinaria di Esso na Fawley, Inglaterra, tin un pier di 4200 pia ariba Southampton Water cual por acepta bapornan di te 65,000 ton completamente eargá. E bapornan atraeá ta, robez pa drechi, Esso Preston, Skjelbred, Esso Lyndhurst, Aase Maersk, Esso Fulham y Esso Kobenhavn. Refineria di Fawley ta banda patras.

IF THERE is anyone thinking about the welfare of French St. Martin children it's Frank Mingo of Process-Cracking. He personally sees that donated playground equipment is delivered to that far-off spot. Mr. Mingo, right, dismantles swings at Essoville for a schooner trip to his home island.



UN HENDE en ta pensa ariba hienestar di e muchanan di e parti Frances di St. Martin, ta Frank Mingo di Process-Cracking. E ta zorg personalmente pa e aparatonan di hunga duná lo worde entregá na su lugar di destinacion. Sr. Mingo, na banda drechi, ta disarma schommelnan na Essoville pa e viaja di boto pa su teca.



"WHO WILL house young traveler for four days?" This ad was placed in a local paper recently by 16-year-old Leo van Houten, son of a Dutch KLM mechanic at Schiphol, who has been hitting the world airways of KLM alone since age 13. He toured Lago with Mrs. P. P. C. H. van de Voort. Mr. van de Voort answered the youth's advertisement and housed him during his four-day layover.

"KEN KIER tuma un hoben viajero den su cas pa cuater dia?" E advertensia aki recientemente a worde poní den un courant local doo di Leo van Houten, kende tin 16 aña di edad y ta yin di un mecanico Holandes na Schiphol y kende ta viajando linea area di KLM su sol for di tempo en e tabatin 13 aña. El a bishitá den Lago cu Sra. P. P. C. H. van de Voort. Me. van de Voort a contestá e joven su advertensia y a tumé den su cas pa cuater dia.

## NEWS AND VIEWS



A LUNCHEON was held in honor of M. Caraballo, Mechanical-Paint, who retired July 1. Present, left to right, were O. E. T. Williams, J. C. Thijsen, Mr. Caraballo, J. R. Proterra, N. Caraballo, J. Friendell and C. Berrisford.

UN COMIDA a worde celebra na honor di M. Caraballo, Mechanical-Paint, kende a retira Juli 1. Presente.



THE JULY 1 retirement of K. E. Westcott, Mechanical-Mason foreman, was commemorated with a Dining Hall luncheon. Left to right are A. G. Kossuth, A. J. Hatfield, Mr. Westcott, F. C. Donovan, E. F. McCoart, G. L. MacNutt and H. A. Mathiasen.

E RETIRO di K. E. Westcott, foreman di Mechanical-mason ariba Juli 1, a worde conmemorá cu un comida na Dining Hall.



AT A farewell party for retiree George D. Begin, held July 11 at the Lago Heights Club, he was presented a portable typewriter by his friends and associates of the Industrial Relations Department.

NA UN fiesta di despedida, cual a worde teni na Lago Heights Club dia 11 di Juli pa Georje D. Begin kende a retirá, su amigonan y companjeronan di Reclaciones Industrial a presente le cu un typewriter portable.



SIX FRIENDS and associates honored J. A. Rodriguez, Mechanical-Storehouse, with a retirement luncheon. Left to right are W. H. Harth, O. E. Williams, J. M. Maxey, W. L. Baker, J. D. V. Rodriguez, J. A. Abrahams and Mr. Rodriguez.

SEIS AMIGO y companjeronan a duna honor na J. A. Rodriguez, Mechanical-Storehouse, cu un banquetta di pension.



## Jersey Pays \$3,000,000 For CYI's in 30-Year Span

Forty years of employee suggestions have paid off in a substantial way for Standard Oil Company (N.J.) and for members of the worldwide Jersey Standard Organization. According to figures compiled in the 40th annual suggestion plan report, nearly \$3,000,000 U.S. has been paid to employees in the 40-year span through 1958. The "Coin Your Ideas" plan was initiated by Jersey Standard in 1918. Total number of ideas accepted run to just over 104,000!

Lago adopted the "Coin Your Ideas" program in 1934. In its quarter-century of existence, the plan has paid out a total of Fls. 308,600 for nearly 8000 accepted suggestions.

These employee-sparked suggestions have, in turn, saved the company many millions of dollars. However, Jersey Standard people say, the direct savings have not been nearly as important to the company, nor the awards to the employees, as has been the heightened sense of personal participation in company progress engendered by the suggestion system.

The Coin-Your-Ideas program was announced September, 1918, in the Lamp, quarterly Jersey publication, in these words: "There is probably no part of the business in which some economies or improvements could not be affected, and there is no one better able to find a way to improve upon these conditions than the workers themselves. Every employee should put on his thinking cap and study ways and means of improvements in the way of doing things."

The company pointed out that its program, which ran along successfully but not spectacularly, for its first 30 years, really began to pick up steam in the period 1949-1958, when more than 80,500 ideas were adopted with rewards totaling about \$2,500,000 to employees.

While most of the awards tend to run between \$15 and \$500, some really spectacular pay-outs have been made, including one early this year of more than \$4100 to Dan Kingsland, an operator at the Fawley refinery of Esso Petroleum Company, Limited, in England, an affiliate of Jersey Standard. The suggestions which brought this award included one which enabled the Fawley hydroformer to be kept on stream following an emergency situation at the refinery in 1958.

Largest award paid to a Lago employee went to Carroll F. Bond, Mechanical Department zone foreman who received Fls. 5000 plus a Fls. 1000 capital award for his idea which led to air cooling rather than water cooling hot oil pump packing jackets on No. 1 through 8 combination units.

Jersey officials continually emphasize the enthusiasm built by the awards. Employee satisfaction in this form of participation in increasing the company's efficiency far outweigh the monetary value of the awards.

### SERVICE AWARDS

#### 20-Year Buttons

James A. van Stralen Lago Police  
Robert E. Todd Mech.-Electrical  
Sallaur Bacchus Mech.-Admin.  
Fidencio Dirks Proc.-Cracking  
George J. Bushy Proc.-Rec. & Ship.  
Willebrordus P. de Cuba Proc.-Utilities

Carmelo G. Semelcer Proc.-C&LE  
Dolf D. Wong Proc.-Utilities  
Thomas F. Kelly Proc.-Cracking  
Johan E. Benschop Proc.-LOF  
Herman T. Trott Proc.-Rec. & Ship.  
Harry J. Burne Proc.-Utilities  
John G. Woods Gen. Serv.-Commissary

Arnold E. Doest Gen. Serv.-Oper. Div.

Henry J. Turner Marine Dept.  
Walter F. Rateliff Proc. Div.  
Alvah Rarick TSD-Lab. 2

Louis F. Ballard Proc.-Rec. & Ship.  
Americo Trimon Gen. Serv.-Crafts  
Venancio M. Dania Marine-Float Equip.

Jubilus A. Steward Proc.-Utilities  
Ivan V. A. Mendes Proc.-Acid & Edeleanu

### Fls. 1325 Paid For May CYI's

May CYI suggestions were worth a total of Fls. 1325 to 28 employees. Top idea out of the 37 accepted for payment was submitted by H. V. Schierenberg, TSD-Engineering, who was awarded Fls. 200. His suggestion was to install inter-communication in supervisors' office with speakers in all assistant supervisors' offices. May CYI winners and amounts of their awards were:

Gen. Serv.	
J. C. Richardson	Fls. 30
Mechanical Admin.	
F. Garrido	Fls. 20
L. B. de Cuba	Fls. 20
Storehouse	
M. Figaroa	Fls. 25
Electrical	
F. Edwards	Fls. 30
P. Semeleer	Fls. 25
B. Semeleer	Fls. 20
Gar. & Trans.	
E. Kelly	Fls. 75

Mech.-Garage. Weld bead around edge of wheel rims of welding machines.

I. Wernet Fls. 75  
Mech.-Garage. Install a flat piece of 3/8 "x2" iron with an angle cut 1" from center to knife edge on all flat bed trucks.

M. Garrido Fls. 60  
Mech.-Garage. Install a bar on F-2-53 crane in front of cab between braces.

J. H. Baiz Fls. 25  
J. O. Warner Fls. 25  
M. Garrido Fls. 20  
L. D. Greaux Fls. 20

Instrument

V. Hodge	Fls. 35
J. Semeleer	Fls. 30
L. Arndell	Fls. 30
J. Koolman	Fls. 25
R. Q. Picus	Fls. 25
F. Bryson	Fls. 25
J. D. Semeleer	Fls. 20
S. J. Giel	3 @ Fls. 20

Carpenter

A. E. Jap-Sam	2 @ Fls. 20
---------------	-------------

Yard

C. R. Yeung	2 @ Fls. 25
C. R. Yeung	Fls. 20

Medical

M. Maduro	Fls. 30
-----------	---------

Process LOF

U. E. Vlaun	Fls. 45
A. M. Kersout	Fls. 25

Utilities

A. Syed	Fls. 30
---------	---------

Tech. Serv. EIG

J. Croes	Fls. 100
----------	----------

Mech.-Masons. Install counter on the transit mix trucks.

T. S. Trimon	Fls. 30
--------------	---------

Eng.

H. V. Schierenberg	Fls. 200
--------------------	----------

TSD-Eng. Install inter communication in supervisors' office with speakers in all asst. supervisors' offices.

J. H. Hassell Fls. 35

Leonard L. Marques Proc.-LOF

Egbert E. Tjin-Kam-Jet Proc.-LOF

Harold N. Figaro Mech.-Storehouse

Everaldo Eversen Mech.-Electrical

Encarnacion Hernandez Mech. Machinist

David G. Shanks Mech.-Instrument

Edelmiro R. Schwengle Mech.-Garage

Marco Angela Mech.-Boiler

Patricio van der Linden Mech.-Yard

#### 10-Year Buttons

Bartholomew Romano Carpenter  
Hedindo Geerman Welding  
Romano Ras Commissary  
Roberto Marlin Lago Police  
Joe M. Shaver Accounting  
Thoe Del Prado Utilities  
Julio G. Croes Marine Office

## Lago Gives Home To Casa Cuna



CASA CUNA's new home at Pos Chikito was moved lock, stock and barrel from Lago Hospital where it served for many years as one of two nurses' homes.

E CAS nobo di Casa Cuna na Pos Chikito a worde movi cu tur cos manera e tabata for di den vecindario di Lago Hospital unda durante hopi anja el a haci servicio como un di e dos casnan pa nurse



The sound of happy children will soon ring out from one of Lago's former nurses' homes. The company donated the building, situated for many years adjacent to Lago Hospital, to the Casa Cuna foundation to be used as the new home for children of working mothers. The huge structure was moved in nine pieces by Mechanical-Rigger men on the big low-boy trailer to Pos Chikito where they re-assembled the jig-saw puzzle and placed the building on its new foundation.

Mechanical Department carpenters cut the home into sections and braced it internally for the move. A contractor will refurbish it.

The first move started July 11 and the final piece was delivered July 24. Largest piece weighed 22 tons and was 22 feet wide, 33 feet long and 22 feet high. Men from Elmar cleared electric lines and guywires along the route which went from Gate 6, past the flying field and down the back road to Pos Chikito.

## Queen of Holland

(Continued from page 4)

be sucked up by the dredge's powerful centrifugal pump! Somewhat smaller is the discharge pipeline -- 27 inches. The ladder (which holds the cutter, its power shaft and suction pipe) can be lowered to depths up to 60 feet by powerful winches aboard the dredge. This action, and much more, is controlled from a glassed-in control room atop the dredge's bridge. Here, all dredging operations are controlled either pneumatically (air) or electrically.

To dredge, the ladder is lowered to the required depth, for example 45 feet, and power is fed to the cutter from a powerful 750 horsepower Smit-Slikerveer 440 volt electric motor. Then the sand cutter stirs and loosens up the material. Next, the dredge's huge centrifugal pump sucks up the bottom spoils and discharges them through the "cyclone" separator into a hopper barge. When the barge is full of sand or coral it propels itself out the harbor to deep water where it dumps the dredgings.

Simple! Not really. First, the electric power supplied to the cutter motor is fed through a Ward-Leonard 220-440 volt converter. This converter gets its electric power in turn from 220 volt generators powered by three 720 horsepower Ruston Hornsby diesel engines. By regulating the field of the Ward-Leonard converter, revolutions of the cutter motor can be reduced from the normal 720 revolutions per minute (rpm) to 360 rpm, retaining full torque (twisting power). The rpm's of the cutter motor can be raised from 720 to 1080 rpm with power remaining the same. The Malzine gear case of the cutter motor reduces the range of 1080 to 360 rpm of the motor to 36 to 10 rpm at the cutter.

The Queen's dredging pump is driven by four 1250 horsepower Werkspoor diesels and has a four-bladed impeller of over seven feet in diameter! This pump brings dredgings and water into the vessel's huge cyclone -- a unique application in the dredging business -- which separates the dredgings from the bulk

of the water. Sand and coral are dumped into barges hovering against the mother dredge and water is discharged at the stern. The vessel also is equipped with a complete machine shop, instrument repair room, air conditioned individual quarters for 31 men, two dining halls and a kitchen. It has numerous auxiliary machines such as winches for hoisting or lowering the spuds, a large central winch to hold the ladder at the required depth and winches for side wires attached to anchors. The latter are used to swing the cutter back and forth as it bites into the harbor floor. The two giant 27-ton spuds in the vessel's stern (which is its bow when being towed) are lowered alternately to walk the dredge across the harbor as it makes its sweeping movement.

Designed strictly for tropical work, the Queen is air conditioned throughout. Even the control room is mechanically cooled. This room's instrument board is a maze of levers and gauges. The operator, one of three, can control the cutter's up and down and side to side movements, plus lower and raise the spuds, either through pneumatic or electric powered machines.

The entire work force is on shift duty. Head man of the operation, G.W. Booy, brought 40 men from Holland and hired 94 locally. Master of the dredge is J. van der Wetering and first engineer is G. Wittenberg. Technical Advisor K. Boer gained coral dredging experience in Port Sudan a few years ago. Bossman Booy has over 50 years of dredging experience including work in Indonesia and a large dredging project in Thailand.

Mr. Booy described the dredge's famed rock cutter as a bit-shaped cutting tool equipped with 42 cutting teeth made of a special steel alloy. It is seven feet in diameter at its widest point. When asked whether the harbor's tough coral floor would slow down operations, he replied: "It's a question of coral's 'age' (which can be millions of years) and chemical makeup that determine how tough it will be to cut and pick up. Young coral is much softer than old

## Lago Ta Duna Edificio Grandi Na Casa Cuna

E boroto di mucha chikito feliz pronto lo rezona for di un di e anterior casnan di nurse cu tabata di Lago. Compania a duna e edificio, cual durante hopi anja tabata situá na lado di Lago Hospital, na Stiching Casa Cuna pa ser usá como e cas nobo di e muchanan kende nan mama ta traha. E edificio grandi a worde movi den nuebe pida door di Mechanical-Riggermen ariba e trailer abao pa Pos Chikito unda nan a bolbe arma e rompecabeza y a pone e edificio ariba su fundeshi nobo. Carpinternan di Mechanical Department a corta e cas den seccion y a soportele paden pa e viaje. Un contratista di pafor lo caba di areglele.

E promer parti a worde movi Juli 11 y e ultimo pida a worde entregá Juli 24. Esun pida di mas grandi tabata pida 22 ton y tabata 22 pia hanchu, 33 pia largo y 22 pia halto. Hendenan di Elmar a lamta wayanan electrico canto di e ruta cual tabata pasa for di Porta 6, dilanti di vlieg-veld y asina pabao pa Pos Chikito.

### NEW ARRIVALS

June 17  
DePALM, Mario A. - Storehouse; A daughter, Avita Rosenda

June 18  
SOLOGNIER, Thomas A. - Medical; A son, Dominico Ramiro  
WILLEMS, Jose - Medical; A son, Wilfrido Engelberto

June 19  
FELICIANO, Harry - Machinist; A daughter, Alicia Rebecca

June 20  
DIKHOF, Antero - Instrument; A Son, Marcelino Antonio

June 21  
KOCK, Francisco - LOF; A daughter, Bianca Monica

June 22  
HEIDER, Alfonso - C&LE; A son, Jersey Marcelino

LAMPE, Reginaldo - Machinist; A son, Mirto Enrique

DeCUBA, Antonio M. - Mech. Welding; A daughter

KOCK, Hendrik S. - Gen. Serv.; A daughter, Filomena Maria

June 23  
PAULA, Martinis S. - Mech. Garage; A daughter, Jeanette Agnes

BARRY, Ulrice O. - Mech. Carpenter; A daughter, Melvina Rubina

TIOMP, Luis F. - Mech. Machinist; A daughter, Evelina Lourdes

June 24  
ROMBLEY, Alexander R. - Mech. Machinist; A son, Orlando Roberto

WELLS, Eric A. - Cracking; A daughter, Gillian Grace

GABA, Bertert F. - TSD Process; A son, David Mark

HERNANDEZ, Jose A. - C&LE; A son, Andres Eloy

TIOMP, Pedro - Electrical; A daughter, Yvonne Ernesta

June 28  
TROMP, Nasario - Mech. Boiler; A son, Edwin Nasario

MEYER, Adolfo F. - Lago Police; A daughter, Geradina Plutarca

GERMAN, Benjamin - Medical; A daughter, Magda Asueña

June 29  
PONTILUS, Lodewijk B. - Utilities; A daughter, Stella Bernadet

DeCUBA, Gregorio - Yard; A daughter, Julieta Anastasia

### Rugustino Geerman

Rugustino Geerman, 34, process helper A na Process-Utilities, a fallece Juli 14 door di hogamento den vecindario di Mahmok. Na tempo di su fallecimiento Sr. Geerman tabatin casi 17 anja di servicio cu Lago. Naci na Aruba Dec. 12, 1924, el tabata biba na Santa Cruz y a laga atras su esposa y cuatro yiu. Actonan di entierro a tuma lugar Juli 15 na misa catolico di Paradera.

We don't expect to have to dynamite in the harbor because we don't expect to run into any coral we can't handle."

The cutter suction dredger officially began its cutting operations July 24, a week before scheduled. During the first week in August it had progressed to the job of lengthening and deepening the south side of No. 1 Finger Pier. This is to be cut to 40 feet in depth. The Queen's rock cutter ran into extremely hard coral in this area but stood up well to the test. Coordinating the project is TSD-Engineering's process engineering section No. 2. Also involved in the project are nearly all Lago departments. The dredging is expected to last at least six months from the starting date.

## Inventory To Close Both Commissaries Aug. 27

Both commissaries — the Lago Commissary and the Community Commissary — will be closed all day Thursday, Aug. 27, for inventory.

Tur dos comisario — Lago Commissary y Community Commissary — lo ta cerrá henter dia Diahuebes, Aug. 27, pa inventario.

## Queen of Holland

(Continúa di pagina 8)

seis duim. Bao di su aparato di corta, sea uno pa piedra of pa santo deponiendo ariba e material cu nan ta draga, tin un tubo hanchu di como 33 duim den diametro. Pidan nan di piedra cu ta hastante grandi pa verstop e enorme tubo aki por worde chupá cu e potente pomp centrifugal di e draga. E linja di descarga ta un poco mas smal — 27 duim. E trapi, cu ta tene e cortador, su shaft y tubo, por worde bahá te profundidad di 60 pia door di potente winch a bordo. E accion aki, y mucho mas, ta worde controlá for di un control room ariba brug di e draga. Aki tur operacionnan di draga ta worde controlá sea pa medio di aire of corriente.

### Motor Di 440 Volt

Pa coba e trapi ta worde bahá te e profundidad requeri, por ehemplo 45 pia, y energia ta worde mandá pa e potente Smit-Slikkerveer, motor electrico di 440 volt cu ta desaroya 750 forza di cabai. Si ta e cutter pa santo, anto e ta remolina y los e material. Despues, e pomp centrifugal grandi ta chupa e material for di fondo y ta descarga nan pa medio di e sperador „cyclon” den un di e lanchanan cu ta habri abao. Ora e lancha ta yen di santo of piedra e ta move ariba su mes forza pafor di haaf unda el ta descarge e material. Simple! No asina tanto. Promer e forza electrico cu ta worde mandá pa e motor di e cutter ta worde pasá door di un convertidor di 220-440 volt. E convertidor aki ta haya su forza electrico en turno for di generators di 220 volt cu ta worde corri door di tres moto: diesel Ruston Hornsy di 720 forza di cabai. Door di regula e field di e convertidor Ward-Leonard, revolucionnan di e motor di cutter por worde reduci for di e normal 720 revolucion pa minuut te 360 rpm, reteniendo completo torque (forza di draai). E rpm di e motor di cutter por worde aumentá for di 720 pa 1080 rpm cu forza kedando mescos. E Malzine gear case di e motor di cutter ta reduci e variacion di 1080 pa 360 rpm di e motor te 36 y 10 rpm na e cutter.

### Pomp Di Draga

E pomp di draga di e Queen ta worde corri door di cuatro diesels di 1250 forza di cabai Werkspoor y tin un impeller di cuatro blade di siete pia den diametro. E pomp aki ta trece loke a worde dragá y awa den e cyclon grandi di e vasiya — un aplicacion unico den dragamento — cual ta spera e material for di e awa. Santo y coral ta worde gedump den lancha pegá cu e draga y e awa ta sali patras. Tambe e embarcacion tin un completo machine shop, shop di drecha instrumento, cuartonan individual airecondicionado pa 31 homber, dos comedor y un cushina. E tin numeroso nashien auxiliar manera winch pa hiza of baha e spuds, e winch central grandi pa tene e trapi na e profundidad requeri y winch pa waya na canto mará na e hanker. E ultimo aki ta worde usá pa zwaai e cutter bai y bini segun e ta traha na fondo di lamar. E dos gigantesco spuds di 27 ton banda patras di e vessel (cual ta su hoeg ora e ta worde getouw) ta worde bahá alternativamente pa laga e draga camna den naaf.

E draga oficialmente a cuminsa su trabao Jul' 24, un siman promer cu plan.



ON THE first leg of his solo journey to American Samoa in the South Pacific, Peter Dohm stopped at Aruba where a damaged rudder stretched his three-day planned stay to over a month. His venture originated in the Virgin Islands where he had a boat yard business.

ARIBA E promer parti di su viaje solitario pa Samoa Americano den Pacifico del Sur, Peter Dohm a para na Aruba unda un limon kibrá a causa cu el mester a keda mas di un luna en vez di tres dia manera el a pensa. Su ventura a principia den Virgin Islands unda el tabatin un astilleria.

## Nabegante na Camino pa Samoa A Para na Lago

Si tur cos bai bon, un ex-Danes chikito y gordo cu yama Peter Dohm lo mester yega Pago Pago, capital di Samoa Americano, na November di e anja aki. „Y kiko tin di stranja na esaki?” un lector lo por puntra. E contesta ta cu Peter Dohm, 50 anja, ta nabegando pa e isla lejano aki den Sud Pacifico henteramente su sol den un boto di 28 pia! Durante

e ultimo parti di su viaje e nabegante lo ta entregá na merced di Oceano Pacifico pa casi 50 dia largo (segun su calculacionnan) ariba e mes ruta cu e famoso Kon-Tiki a viaja algun anjanan pasá.

Sr. Dohm a para na Aruba Juni 21 despues di un viaje di cinco dia for di Puerto Rico. El a laga su cas na St. Thomas Mei 10 cu rumbo pa Cristobal, Panama. Aruba tabata situá conveniente na mitar di e trajecto aki y tabata forma un stop ideal pa reahastece awa y cuminda. E aventurero abati door di biento — cortico pero muscular cu cutis manera cuero kimá preto door di e fuer-te solo di Caribe — tabatin mala suerte ariba su di dos dia na e isla chikito Antiliano aki. Na camina pa haaf di Oranjestad, el a malcalcula posicion di un boei y el a danja timón di e boto ariba un cabez di piedra.

E nabegante amateur a realiza cu un revision completo na e punto aki di su viaje lo yuda asegurele un traveso seguro pa e faltante 3000 milla.

### Nabegante Amateur

Miembronan di Yacht Club di Seroe Colorado a acudi pa yudele. Nan a ofrece e aventurero pa usa nan facilidad di dry dock. El a acepta e ofrecio generoso y poco poco ela hini for di Oranjestad pa Rodgers Beach. A tuma mas cu un luna pa revisa e boto pero, manera Sr. Dohm a bisa, el no tabata den apuro. El tabata planea e viaje aki durante mas cu 20 anja y algun dia mas of menos lo no importa.

Su permanencia na Aruba tabata masha placentero. Varios familia, hopi Danés, a hrindele hospitalidad. „Esaki a haci cu parce ta corto tempo cu mi t'aki. Mi ta gusta Aruba masha hopi,” el a bisa. Den dia el ta raspa y verf, cose bela, check linja, y percura pa reabastece cuminda y awa. Anochi, el ta drumi den su cabina chikito pero eficiente unda el ta bolbe leza y studia su bukinan favorito Kon-Tiki, The Silent World y Aku-Aku cual tur tin como oheto aventureronan cu a recorri lamarnan. Durante oranan keto el ta goza di su disconan favorito, tocá ariba un ingenioso transistor phonograph, y planea e trabao pa e siguiente dia.

Sr. Dohm a obtene e boto aki un anja pasá. Originalmente el a worde trahá pa transporta santo y graniet door di nativonan di St. Thomas. Ora a puntrele e cantidad di bela cu e ta hiba, Sr. Dohm a contesta, „Oh,

mi no sabi exacto. Mi sabi cu e ta hiba bastante pa camna un maximo di ocho milla of un promedio di cuatro o cinco.” Su disenjo original tabata requeri linjanan basta brusco, pero e boto ainda tin un apariencia elegante. E espacio pretá ta contene e cama di Sr. Dohm, lugar pa 20 galon di awa, lugar di warda cuminda (tur cos ta den bleki pasobra e boto no tin refrigeracion) un radio Zenith Trans-Oceanic equipá cu banda di onda corto, radio direction finder, stoof, herment di cushina y rekki di buki-mayor parti buki tocante asuntunan di alta mar. Su belanan ta e unico fuente di movicion di e boto. E no tin un motor auxiliar.

Na 1934, Sr. Dohm a captura atencion di mundo tempo cu el a anuncia cu el, su senjora y dos yiu chikito, tabata bai nabega rond di mundo cu un yola di 33 pia. Y nan a nabega tambe. E familia sin temor aki a proeede promer pa Dakar na costa occidental di Africa, despues a bini west pa Barbados; nan a viaja e islanan barlovento y despues a bai pa Florida na 1938, unda di tres yiu a nace. E siguiente anja nan a decidi di bishita Virgin Islands, territorio di Estados Unidos cu un tempo tabata posesion Danes. Aki nan a establece nan mes, poniendo tur idea un banda pa caba e viaje rond di mundo y dedicando atencion na criamento di tres yiu cu ta crece. Sr. Dohm a cuminsa un astilleria, Red Hook Boat Service na St. Thomas, cual a florece. El y su familia a bira ciudadanonan naturalizá di Estados Unidos y tabata biba comodamente ariba e isla. „Hasta mi tabatin un concesion di Easo pa mi astilleria,” el a remarca tirando un vista for di Rodgers Beach ariba e refineria grandi banda pabao.

### Sonjo Pa Conquista

Pero e sonjo pa conquista e lamarnan di mundo den un boto di bela a persista den mente di Sr. Dohm. Por final su yiu Per, e Floridiano, tabata bastante grandi y capaz pa maneja e astilleria. Su yiu muher Ann a casa y e yiu mayor, Lars, tabata ariba su mes pa varios anja.

Ora Sr. Dohm a laga St. Thomas, el a laga su esposa Else ta wuif ayó tristemente. „Pero no pa largo,” el a bisa. „Si Samoa ta parce bastante interesante como un lugar pa establece pa un poco tambe, anto mi ta laga Else bini cu aeroplano.

## In 28-Foot Sloop

## Lone Sailor Stops at Lago On Way to American Samoa

If all goes well, a stocky ex-Dane named Peter Dohm should arrive in Pago Pago, capital of American Samoa, this November. „And what's so startling about that statement?” a sharp-eyed reader may ask. The answer is that Peter Dohm, age 50, is sailing to that far-off South Pacific port all by his lonesome in a 28-foot sloop! During the latter part of his journey, the seafarer will be at the mercy of the Pacific Ocean for nearly 50 days (according to his calculations) on the route once travelled a few years ago by the famed Kon-Tiki.

Mr. Dohm stopped at Aruba June 21 after a five-day trip from Puerto Rico. He had left his home in St. Thomas May 10 bound for Cristobal, Panama. Aruba was conveniently at the half-way mark of this leg of his journey which made it an ideal stop for replenishing water supplies and food stocks. The wind-blown adventurer — short but well-muscled with leather-like skin burnt black by the merciless Caribbean sun — had bad luck his second day at this small Antillean island. On his way into Oranjestad Harbor, he miscalculated a buoy's position and damaged the sloop's rudder slightly on a coral outcropping.

The amateur skipper realized that a complete overhaul at this stage of his journey would help assure him safe passage for the remaining 3000 miles.

To his assistance came members of the yacht club at Seroe Colorado. They offered the wiry adventurer the use of their dry dock facilities. He accepted the generous offer and slowly made his way from Oranjestad to Rodgers Beach. The task of overhauling the sloop took over a month but, as Mr. Dohm said, he wasn't in any great hurry. He had been planning this trip for over 20 years so a few more days more or less wouldn't matter.

### Stay Was Pleasant

His stay at Aruba was most pleasant. Several families, many Danish, kept him entertained, and well fed, he reported. „This has made my stay here seem very short. I like Aruba very much,” he said. Days, he would scrape and paint, mend canvass, check lines and work at replenishing his food stocks and water. Nights, he would retire to his small but efficient cabin where he would re-read and study his favorite books — Kon-Tiki, The Silent World and Aku-Aku — all dealing with brave souls who searched the seas for adventure. During the quiet hours, he would enjoy his favorite records, played on a clever transistor phonograph, and contemplate the next day's labors.

Mr. Dohm acquired his sloop a year ago. It was originally built to haul sand and gravel by St. Thomas natives. When asked the amount of canvas she carried, Mr. Dohm answered, „Oh, I don't really know that.

I do know she carries enough to make a maximum eight knots or an average four or five knots.” Her original design called for rather bulky lines but the Sacred is still a smooth looking sloop. Her cramped quarters contain Mr. Dohm's bunk, space for 20 gallons of water, food storage bins (everything is in tins as the Sacred has no refrigeration) a Zenith Trans-Oceanic radio equipped with short wave bands, radio direction finder, cooking stoves, — kitchen utensils and shelves upon shelves of reading material — mostly books about the high seas. Her sails are the Sacred's only motivating power. She carries no auxiliary engine.

### Made Headlines

Back in 1934, Mr. Dohm made newspaper headlines when he announced that he, his wife and their two little children were going to sail around the world in a 33-foot yawl. And sail they did. The courageous family first proceeded to Dakar on the west coast of Africa, then sailed west to Barbados in a 30-day crossing. From Barbados, the Dohms journeyed up through the windward islands to Florida where a third child was born in 1938. The following year, they decided to visit the Virgin Islands, territory of the U.S. once belonging to Denmark. Here they settled. All thoughts of a round-the-world voyage suddenly shifted to those of providing for three growing children. Mr. Dohm started a boat business, the Red Hook Boat Service in St. Thomas, which flourished. He and his family became naturalized U.S. citizens and lived a comfortable life on the island. „I even had an Easo concession for my boat yard,” he quipped as he eyed the huge Lago works from the Rodgers Beach dock.

But the dream to conquer the world's seas in a small boat persisted in Mr. Dohm's mind. Finally, his son Per, the „Floridian,” was old enough and capable enough to manage the boat yard. Daughter Ann had married and the eldest son, Lars, had been on his own for several years.

When Mr. Dohm left St. Thomas, he left his wife Else waving a sad good-bye. But not for long,” he countered. „If Samoa looks interesting enough as a place to settle down for awhile, I'll have Else fly out and join me. Who knows, maybe we'll eventually get all the way around the world someday? I'd like that.” On July 26, he left Aruba for Panama and the Samoan chain.



PRESENT AT a luncheon for Alfred Saunders, Mechanical-Carpenter, who retired Aug. 1, were, left to right, J. E. Wyatt, K. Guthrie, Mr. Saunders, General Manager W. A. Murray, G. A. Hodge, C. Berrisford and G. B. Mathews.

PRESENT NA un comida pa Alfred Saunders, Mechanical-Carpenter, kende a retira Aug. 1, tabata di rohez pa drechi, J. E. Wyatt, K. Guthrie, Sr. Saunders, Gerente General W. A. Murray, G. A. Hodge, C. Berrisford y G. B. Mathews.